the learned yachtsman himself when looking at them as they sailed across his line of vision

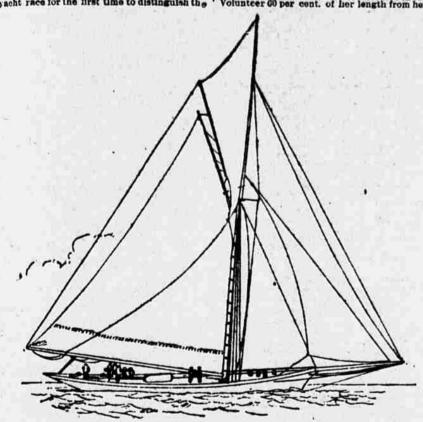
THISTLE AND VOLUNTEER.

THE MOST NOTABLE POINTS OF DIFFURNICE DETWEEN THEM.

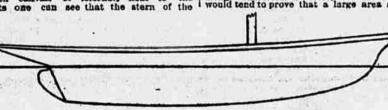
How Spectators May Tell the Tachts Apart
by their Sails when the Bells are Out of
sight-Very Usprestable Disputation.

The interested spectators who will go in
all sorts of boats to see part or all of the great
yacht races of this week will have more diffienlity than they ever did before in a race of the
kind in telling one yacht from another. Indeed, so nearly alike are the two boats in most
respects that if both hulls were painted alike
the learned yachtsman himself when looking
the learned yachtsman himself when looking
the learned yachtsman himself when looking
The result of this week's races will undoubtThe result of this week's races will undoubtThe result of this week's races will undoubt-

the learned yachtsman himself when looking at them as they sailed across his line of vision would have to look twice before he could distinguish one from the other. However, unless Gen. Paine shall decide to potlead the Volunteer clear to the yall along the top of her bulwarks, it will be an easy matter even for the landsmen who sees a yacht race for the first time to distinguish the



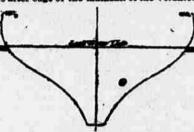
black hulled cutter Thistle from the white sloop Volunteer, so long as the hulls are in sight. There are, however, certain other peculiarities of the boats which will enable one to tell them apart. Thus, when the boats are not sailing before the wind the Thistle will heel ever further, its mast will make a sharper angle with the plane of the horizon than the Volunteer's. When the boats are sailing before the wind, or nearly so, the difference in the color of one of the sails, if the wind does not blow exceedingly hard, will serve to distinguish them. The balloon jib topsail of the Volunteer is a huge brown triangle of linen extending from the highest part of the topmast to the end of the bowsprit, and away aft outside of the shrouds on the side on which it is set. The Thistle has a somewhat larger sail that is made of cream-colored silken canvas. If tolerably near to the boats one can see that the stern of the THE VOLUNTEER.



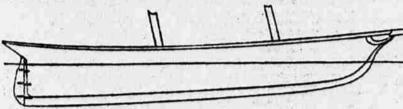
SWEER PLAN OF THE VOLUNTEER. Volunteer, where it overhangs the water, comes almost to a point like the sharpened end of a lead pencil with half the wood split off, while the stern of the Thistic might be called chisel-shaped being comparatively very broad. In case a dead calm should render the race uninteresting for a time the unprejudiced spectator can make matters lively in his vicinity by provoking an extreme advocate of each style of hull to discuss the merits of these two sterns. Such discussions are generally amusing and uninstructive: amusing because of the arrogance of the arroganc

treme advocates, and uninstructive because of what they do not know.

There are other differences in the sails of the two boats which the spectator will notice after lies attention is called to them. Thus, up along the after edge of the mainsail of the Volunteer



MIDSHIP SECTION OF THE VOLUNTEER. are two or three battens, or strips of board, perhaps six or seven feet long, that are secured parallel with the boom by having strips of cancas sewed over them. The object of these pattens is to make part of the sail literally as that as a board. The Thistle has none of these her skipper, Capt. Barr, derides them, because he prefers to have that part of the sail loose.



SHEER PLAN OF THE AMERICA.

get to wrangling over the merits of the two forms of stern.

The Volunteer is called a sloop chiefly for three reasons—she is broad in proportion to lier length and depth, she has a centreboard, and she has only one mast. Sloops have been hull without centreboards, but in these days it is customary to call a one-masted yacht that has a deep keel extending down from her hull a cutter. The centreboard is simply a sheet of metal or wood of about the proportions of a scaled envelope that is swung vertically through the keel on a pivot in its forward lower corner, so that the lower after corner drops down into the water beneath the keel until a triangle about half as large as the board is exposed like a fin. This fin may now be called the distinctive feature of the sloop, for, while the sloop is still wider than the cutter, the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter should be gives her a breadth but very little leas than what the latest idea of what a cutter man the fact that the Thistie approaches in breadth as much to the old American idea.

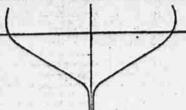
When the two boats are trying to sail as near lato the eye of the wind as possible, it will be seen that that part of the Thistle's sail is flapping vigorously; it is thus that Capt. Harr says le is assured that he is close hauled. The volunteer's sail under snech circumstances will be as steady as a brick wall, and according to the American idea it will be whooping the boat it is considered that the American proportion to the wind's eye, while the Thistle's leach is really holding her back.

It is worth mentioning that the foot of the Thistle's mainsail is secured to the boom at every foot or so; the other cutters that have been here have scorned that I ankee idea. Living keeps the sail flat, and when a sail is flat it does better work, according to American experience.

The triangular sail that will be stretched from the ton of the lower mast to the bow of the Volunteer, called usually the forestaysail. Will show battens on its leach also, but there is none on the Thistle's forestaysail.

There are other differences in the sails of the two boats, but they are not easily described, and therefore not easily remembered. But there are certain differences in the built which ought to be described, even if they should not be discernible to the spectator at the races, because the description will enable him to understand what all the fuss is about when the extreme advocates of each model get to wrangling over the merits of the two forms of a term.

The Volunteer called a sloop chiefly for three recent and the fuss is about when the extreme advocates of each model in the beam and depth, why not refer to the beam and draught of the cur of th



student of naval architecture must see that while Mr. Watson has, perhaps, returned to very old English proportions in some respects, he was induced to do so by the superiority of American broad-beamed boats over such narrow beams as the Genesta and the Galatea. No one doubts the Mayflower's ability to whip any cutter afloat, except the Thistle. On the other hand it is equally plain that the success of such cutters as the Madge and Clara led American designers to return more and more to such proportions as the America had. Mr. Bell himself says that American rules of measurement are perfectly fair, and moreover leave the designer free to adopt the model that will best cleave the water, while the recent reacinding of the old British rule shows how it hampered the designer.

Not only does the Thistle differ from the Volunteer in having its greatest draught of water at the heal of the sterupost, while the

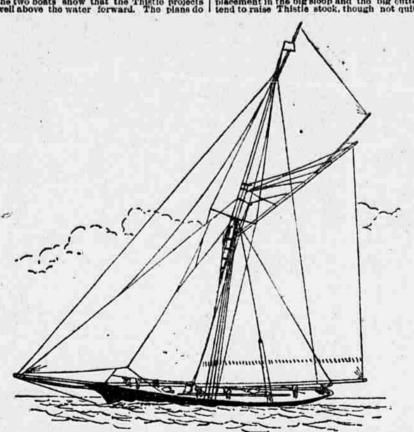
Volunteer's is well smidships, but she differs in the way she is cut away forward; that is, there is a good deal of the Volunteer's hull below the water line forward of her mast, and very little of the Thistie's forward of her mast. This is a very great departure from the "normal British cutter" model, whether one calls the narrow Genesta or the oid cutter Arrow, built in 1846, and lieked by the America in 1851, the normal cutter model. Here is another feature of a model that will be called good or bad according as victory perches on one side or the other.

Another feature under water worth considering is the droor of the bilges. The bilge of a vessel is that part where the side of the hull, instead of being a vertical plane, begins to bend in under toward the centre of the shin. As the cross section shows fairly well, the Volunteer's bilges are at the water line, while the bilges of the Thistie droop jower down below the water line. While the Thistie's are lower than the Volunteer's they are very much higher than either the bilges of the modern Genesta or the ancient Arrow, and in this respect there is also a departure from "normal British" ideas, and a very plain compromise with the American plan.

One other point of comparison will be all that is really worth making. The sheer plans of the two boats show that the Thistie projects well above the water forward. The plans do

lines we are again disquieted. The Thistle not only spreads somewhat more canvas per ton than the Clara, but she spreads thirty per cent. more per ton than the Genesta agreed 5 i feet per ton. while the Puritan spread 71.9 feet. The Volunteer apreads ten per cent. more than the Puritan. The outer men argue that since the Thistle spreads 30 per cent. more than the Genesta, while the Volunteer spreads but 10 more than the Puritan. the Thistle must win, because in the great race between the Puritan and the Genesta the sloop won by only 1 minute and 38 seconds. In this, however, the outer men go too tar. That an addition of 30 per cent, to the power does not mean an addition of 30 or 20 or 10 per cent, to the speed, is shown by the fact that the cutter men do not claim that the Thistle is more than 20 minutes better than the Genesta in a race of 7 hours' length. Besides, it must not be forgotten that while the Volunteer carries more canvas per ton than the Puritan she is deeper in proportion, and thus far has whatever advantage there may be in that, while the Thistle being much wider in proportion than the Genesta is, according to cutter ideas, to a certaint extent in this respect at a disadvantage.

The sum of it all is that the computations of the proportions between sail area and displacement in the big sloop and the big cutter tend to raise Thistle stock, though not quite



perts will be very apt to say that this is unimportant.

THE THISTLE'S SAILING POWER.

Probably the one thing that gives the thinking American yachtsmen more disquietude than any other is the proportion between the sail area of the Thistie and her displacement, by which is meant practically the power of the Thistie's sails when compared with the work that they will have to do in forcing the boat through the water. In the races of the past two years, wherein the American sloops were victorious, the power of the cutters has been very small in proportion to their displacements, whereas in the Thistie the power seems to be ample, though apparently not so great in proportion as the Volunteer's. That

not do either boat full justice. for the Volunteer seems to stand much higher than she does in fact, while the Thistie aft seems a little lower than she should be. The Thistie projects well out forward, however, and that is the important point. Every square foot of surface thus exposed to the wind holds her back when trying to beat to windward. She exposes more surface to the adverse action of the wind than the Volunteer does, but if she wins, the experts will be very apt to say that this is unimportant.

Probably the one thing that gives the thinking American yachtsmen more disquietude than any other is the proportion between the sail area of the Thistie's and her displace.

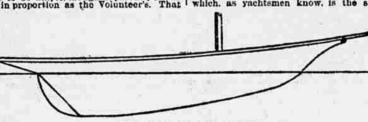
THE THISTLE.

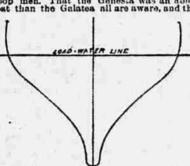
In a renough to enable her to declare a dividend. There is one other feature of the hulls of the two boats well worth considering. The lines of the Thistie's hull were carefully worked out by the best Scotch mechanics whou she was constructed. So far as she shows above water the lines are as clean and as beautiful as the curve of a rainbow. That Mr. Burgese's ideae received justice at the hands of the mechanics who built her non on will assert. That the ins and outs of her lines and the roughness of her superiority of her model is also certain to manifest itself and, flukes excepted, to save the America's cup.

THE RACE TO-MORROW.

How it May be Witnessed-The Written Decision of Umptro Schuyler and an Inter-esting Letter from the Thistic's Besigner,

The unapproachable clippers are ready for their first battle to-morrow over the thirtyeight-mile course of the New York Yacht Club. which, as yachtsmen know, is the summer





figures representing her displacement and sail area show very clearly how it was that the Puritan won by only I minute 38 seconds. The Puritan spread only 230 feet more canvas, although the proportion of displacement to displacement was much the same as in the case of the sixplower and the Galatea.

One of the most learned cutter advocates among the amateur sailors of the city makes a very interesting, but disquieting, comparison between the Mayflower and the Galatea on one hand, and between the Clara and the Cinderella on the other. He shows that while the Claras spreads 64 square feet of canvas to the ton of displacement, the Cinderella spreads but 624, while the Galatea spreads 41,3 square feet per ton to the Mayflower's 78,5. The point of this comparison is that where a cutter has been so modelled that she can carry as much sail per ton as her broad-beamed enemy, she has beat the sloop as the Clara has done. A reasonable inference from these figures is that the deep and narrow built is more easily driven through the water than a broad and shallow one, ton for ton, within certain limits. The great advantage of the broad-beamed model is that it is able, when equally well proportioned, to spread more canvas per ton than the narrow model. That the English yachtsmen have come to understand this is shown by the change made in the rules of measurement by which the heavy tax on beam is taken off, and by the building of a broader-beamed cutter to send after the America's oun than either of those previously sent after it. That the America's compared with the Priscilla and other fast yachts built here before she was.

In comparing we are unfortunately without the exact figures of the Thistie's dimensions, but taking those put forward by her friends we find that she more nearly approaches the proportions which gave the little Clara such a wonderfui reputation. That she does not in the figures equal her may or may not be cause for American congratulations. Possibly, but not probably, the displacement of the Phristie wil

ships is no detiment, provided that area is made of the right narrowness and deuti.

Another important difference between the handless of the provided interest of the country of the coun in many instances, were too fondly familiar with her. They rubbed large spots off her pot-leaded sides in order to find out how smooth she was, so the painters will have to touch her up before she is launched this morning. The salisof the Mayflower will be taken aboard for use in case of accident to her own rading canvas.

The appearance of the cutter Galatea, which didn't take the cup last year, off Tompkinsville yosterday, within a cable length of the Thistie, caused univelling patriots to remark that hirds of a foather flocked together. Lieut, Henn went about the control of the control of the thing of the thing of a foather flocked together. Lieut, Henn went to the condense, as intimated by conflicint Staten Islanders, who awear by the centreboard, Ho said to a SUN reporter afterward that the Thistie was a very handsome ship." He wont up into the club house of the Corinthian YachtClub, overlooking the bay, and took a long visw of the two cutters, togother for the first time from the balcony. He was struck with the contrast. The slim, riskish, symmetrical hull of the beamy racer, her airy spars, and long boom made his own boat appear dwarfed and unshapely, which she is not by any means. Both yachts flew the blue ensign over their faffrails, Every yachtsman who looked at the cutter that has tried' and the cutter that will try to capture the cups. Sould not help thinking that it is in much more danger thup it was last year. Mr. Wylie, one of the Sootchmen who came over on the Mohican, will represent the Thistie on the Cutter to the race, and the cutter to the race, and the cutter that will try to capture in the cutter to the race of the was the cutter to the race of the cutter to the race of the cutter to the race of the cutter of the first to the cutter to the race of the cutter to the cutter to the cutter to the cutter of the first to the cutter to the cutter of the first to t

What called forth the above decision were the annexed letters:

Nr. Genrot L. Schunjer, Despire:
The following questions and facts are submitted to you by the America's Cup Committee and James Bell lor your decision:
Does the Thistic, as now measured and offered to sail,

correspond with the particulars of dimensions furnished by her challenger within the requirements of the deed of gift. The deed of gift requires:

"Accompanying the six measure notice there must be a Custom House certificate of the measurement and a statement of the dimensions, rig. and name of the vesicions of the dimensions, rig. and name of the vesicions of the dimensions, rig. and name of the vesicions of the dimensions, rig. and name of the vesicions a Custom House certificate of the measurement, and the certificate of G. L. Watson, duted March 14, 1897, included a Custom House certificate of the measurement, and the certificate of G. L. Watson, duted March 14, 1897, as follows:

"Length of load water line, 85 feet; broadth of beam, extrame, 20.3 feet; depth of hold, 14.1 feet. The two last measurements are from actual measurements, but as the vessel is not yet affoat it is impossible to give exactly the water line length. This however, it he designed length and when she is affoat and in recing trim I have no reason to expect that it will be an inch or two out either way.

"He joined that it is many to the deed of wiff, length of the deed of wiff, length on the load water line, which is, as before stated, in Mr. G. L. Watson's certificate."

Actual measurement of the Thistle by the club measurer Mr. Hysiop, on Sept. 22, 1897, showed the section water line to be self-of the functions: Is the variation sufficient to prayent the challenger being entitled to race for the cup with the boat named ! 2. Is there a remedy?

By order of the America Cup Committee.

This is Mr. Bell's letter to Chairman Smith: In letter of challenges dated March 16, 1897, its stated.

boat named 1 & Is there a remedy?

By order of the America Cup Committee

Jakes D, Serre, Chairmen

This is Mr. Bell's letter to Chairmen Smith:

In letter of challenge dated March 16, 1887, it is stated that the Thistie was in course of construction on the Clyde: that she was sufficiently advanced to be measured by the Custom House authorities, and an official certified transcript from the Custom House register was sent with the letter of challenge. This certificate gives the length, breadth, and depth of the vessel, and includes as a matter of course the mane and first. The conditions of the consum three challenge and the conditions of the consumer create a discount of the dimensions name, and first of the vessel, and includes as a matter of course the mane and the first the conditions of the consumer create a discount of the dimensions name, and first of the vessel of the designers of the terms of the design and the production of the Custom House certificate a fail compliance of the terms of the design and the production of the Custom House certificate a fail compliance of the terms of the deed of efficient the challenger supplemented this statement with one from the designers. Mesors, G. L. Watsom & Cogling, 10 quote from the letter, "atthough not required by the formalities of the deed of efficient in statement with one from the deed of efficient was qualified by the observation that, "as the vessel is not yet amount it is impossible to give exactly the water-line length; his, however, is the designed length, and when she ladded the compliance of the term of the measurement was time and into or two one elities the ladded of the term of the compliance of the term of the term of the compliance of the compliance of the term of the compliance of the complia

Mr. Schuyler's decision prompted Mr. George L. Watson to write the following letter last night:

FIFTH AVEXUE HORN. Sept. 23, 1887.

To THE EUTON OF THE SUF.—SUF. As Mr. Schuyler's reply to the Chairman of the America's Cup Committee has been made public, and as that reply will double the sept of the Chairman of the America's Cup Committee has been made public, and as that reply will double to say a word or two recarding the linest paragraph, which reflects in some degree at least, on myself.

Mr. Schuyler very properly exomerates Mr. Bell from all biasme in the matter, placing it, with sperfect justice, on "his designer," but as he previously implies that an error has been made "through indiake of design." It becomes necessary for me to protest a sinst at least half of this insima ion. Just here lei me say I feel sure this paragraph is elimply infelicitions. Nr. Schuyler is too high minded a gentleman and honorable a gentleman to entertain un worthy suspicious of others, at the same time some of while, then, the Thintie has been sailed in Eritain, as she will be here, at a line lower than her designed draft, and is consequently, from her great overlang forward and aft, I foot 5½ inches longer than I Intended, or supposed the would be in most amphalically deny that I had any intention that she should be longer or shorter than the Se feet she was designed for She is a new type of boat built under a to me) new tonage law, and after getting her into sailing trin the Yacht Racing Association official measurer found her to be called the supposed to adjust all differences of length and sail area, was devised for that purpose, it would be as unfair to accuse Mr Burgess of unchavirous eventual the See York Yach'tub measurer found her to be supposed to adjust all differences of length and sail area, was devised for that purpose, it would be as unfair to accuse Mr Burgess of unchavirous eventy in the founder when the few your proposed to adjust all differences of length and sail area, was devised for that purpose, it wou

course clear. Pilots who don't know what the course is will find it right here:

The yachts in starting will eross an imaginary line from the Judges's stamboat to Bhoy No. B, opnosite of wits Head Long Island, thence the ping outside of Fort Lafayette is stamboat to Bhoy No. Sky passing to the west and south of it, thence to Bucy No. Sky passing at half mast if light airs are loafing around, and it is certain that the Volunteer's advocates will not mourn if the equinoctial gales, which are due now, begin churning up the bay tomorrow.

Both boats got a good share of admiration yesterday. The Yankee craft was surrounded from early morning until dusk with folks who, in many instances, were too fondly familiar with her. They rubbed large spots off her poi-leaded to serval the large spots off her poi-leaded to the start of the course of such as the format and to the castward of the southward of an imaginary line drawn between books Nos 8 and 84 and in imaginary line drawn between books Nos 8 and 84 and 10 a

with be taken as it crosses the line. Five unlimites later there will be a third gun fired, and this time with be recorded as the time of either yacht starting in the recorded as the time of either yacht starting in the recorded as the time of either yacht starting in the recorded as the time of either yacht starting in the recorded as the time at the foremast; during the preparatory period a bine Febru, and after the starting gun the yacht club stignal.

If practicable, a short blast of the steamer's whitstle will be given when each yacht crosses the starting time. If the day is clear a fine view of more than half the race, including the start and finish, may be had from the grassy bluffs of Fort Wadsworth. Staten Island. People who don't want to go on steamboats may see a part of the contest, certainly the start, from Fort Hamilton. All the boats of the Iron Steamboat Company will be at the service of the public. They will leave West Twenty-third street and Bridge dock. Brooklyn, at 8:45.

A. M. and Pier I. N. R., at 9:15 A. M. The Grand Republic also will accompany the yachts. She will go from West Twenty-second at 8:45, West Tenth at 9:30. Pier 6. N. R., at 9:15. and Jowell's dock. Brooklyn, at 9:30. Cauf. Samuels and Mr. Ernest Staples have charge of the steamboat Bay Ridge, which will go from West Twenty-third street at 9:45. The steamboath Shrewshury will leave Pier 9. N. R., at 9:20. The Old Dominion Steamship Company will send out two ships, the big Guyandotte and the Shenandoah, both of which will start from Pier 29. At the foot of Beach street. North River, at 9:15. The Sylvan Glen will take excursionists from Williamsburg, at the foot of South Sixth street, at 8:4. A. F. Fulton street at 9:4. And Pier 20. North River, at 9:5. The Sam Bloan will leave Pier 18, North River, at 9:4.

THE OLD STYLE THE BEST.

Mrs. Thompson Has a Navel Advertising Idea, but it Bosen't Work. This advertisement was printed yesterday:

R EWARD.—If you will let me know what reward you think you must have for returning that handbag and contents just last Ronday on West 104th at, station, we may agree.

Mrs. Thompson is well known in New York. Saratoga, and Philadelphia as a capable business woman, but when the reporter asked Mrs. Thompson at her residence, 59 West 104th street, whether she had had her handbag returned she laughed.
"No, the handbag is not returned. That is

not the reason why I laugh. I had in it \$50 in not the reason why I laugh. I had in it \$50 in greenbacks and silver, a gold watch, for which I paid \$70, besides receipts and the keys of my branch store in Saratoga, besides other articles even more valuable to me if to no one else. While waiting for a down train at the lutth street elevated railroad station on Monday last I sat on a bench cutside the station beside a man, and, on getting up, I left the handbag on the sent. We advertised for it in the old-fashioned way, but to no purpose. Then I concocted a clever scheme. I advertised somewhat as follows:

15 THE LADY who lost her hand bag at the 10th

concocted a clever scheme. I advertised somewhat as follows:

IF THE LADY who lost her hand bag at the 10th I street station on the west side clevated road on Monday has not yet reserved it, she may learn something to her advantage by calling. DOC, loth street station.

"You see, I thought that the man who found it would say to himself something like this: Some one must have seen me take that hand bag, and I will be followed and discovered Methinks I will are and drop the handlars at the 10dth street station, where it will be found."

"Did it come true?" asked the reporter.

"Well, next day I received from the elevated railroad's bureau of lost articles in Front street a card informing me that a trace of my lost property had been discovered. I hurried down there, and would you believe it, the head of the bureau put my own advertisement into my hand and exclaimed. "There you are, just go to the station agent at 104th street. He has track of the thief."

"I have, you see, returned to the old style of advertising," Mrs. Thompson added.

A Boy Accidentally Shef.

A Boy Acridentally Shot.

SHENANDOAH, Pa., Sept. 25,-Howard Stoyer, Garsassboam, Fr., copp. 25, "Howard Stoyer, aged I7 years, was accidentally shot last evening by George Wesley, about the same age, from the effects of which he died this norming. They were out gathering chestout, and had a you with them which was accidentally discharged. They were sone of leading utilization

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Matthews, Base on balls-Robin	son. Wild pitches-

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At 8t Paul—St Paul 13; Missukes, 28
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THE NEW ENGLAND LEAGUE.

The New England League championship season ended on Saturday with a victory of the Porthold Club over the Levell—13 to 7—a result which thes the two clubs for first place. There is one game still undecided which may play an important part in determining the successful contestant. This is the Lowell-Manchester game of May 29. The result of that game was a deleast for Lowell by a score of 9 to 8, and is not included in the standing of the clubs because the protest is now pending before the League. At a special meeting of the League, held June 10; a protest was received from Lowell against the game of May 20 on the grounds that Manchester had played sheffer, an illegal player, it being chaimed that he was on the reserve list of the Portland Club for last senson and had not been released. The League took this view of the case, suctained the protest, and ordered the game to be thrown out and played over again.

On that evening (June 10) the Portland and

this view of the case, succined the protest, and ordered the game to be thrown out and piayed over again.

On that evening (June 10) the Portland and Manchester managers came to an amicable understanding, and notice of Sheffler's release from reserve was flied with the Sceretary of the League that evening. Sheffler played his first game with Manchester May 16, and from that date to June 10, when he was released by Fortland, he was an illegal player, and any game in which he participated could have been successfully protested. On the League deciding to have the game in question played over again, one victory was taken from Manchester, and one deleast from Lowell, and they have never been restored to the record. At the last meeting of the League (Aug. 21) the representatives of the Manchester Club claimed that a great injustice had been done to their club by ordering the game of May 20 to be played over and thus taking one victory from them, and claiming further that inasmuch as the law allowed a man to play in five game of May 20 was blenders fifth game, he had a right to play with Manchester.

Upon this representation of the Manchester delegates, the League voted to reconsider its action of June 10, when it ordered the game to be played over, and then further consideration of the matter was laid on the table, where it now is; and it will be called up for action at the next meeting of the League. The standing of the club is:

West League The Salem ** 45 ** 475 Fertind ** 68 ** 51 ** 518

Mr. E. R. Mongos, President of the Western League, is the printe mover in the proposed organization of a new league to supplant the present Western and Northwestern Leagues. If his ideas on the subject of the sinalgamation of the abovenamed leagues are carried into effect, the

ON THE BASE BALL FIELD,

RAETHORE DEFFATS RECORLEY, AND

CLEFELASD DOISTILLS.

Seese Xwes About the Bastes cutted—A Free
clade Chiercy and St. Leuke.

The usual large crowed was at the Ridgewood grounds vestedny to see the Brookings
and Battimore play whet rowed in historecting
the bone team did by far the better work both at
the bat and in the field. The bitting, however,
was done at rother where it did but ittle good,
the bat and in the field. The bitting, however,
was done at rother where it did but ittle good,
were not costly. Tools pitched an fear game, and
was well supported by Chuke. Terry's work
and at second, but seemed the plant of the company of the
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first former made a hittle hit, Davis got to
first on a muffed fir by NcTomany, and the
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first on a muffed fir by NcTomany, and to
first, Sommer mode a hittle hit, Davis got to
first on a muffed fir by NcTomany, and to
first, Sommer second on a hit by Greenwood, Brook,
former second on a hit by Greenwood,
former second on

What the New Yorks should do is to hit the ball a lit-

the intrier.

Herbe, the pitcher of the Bergen Point Athletic Club, with make his mark in the box.

Betting was 5 to 2 in favor of the Cuban Glants in the game at Weehawken yesterday.

The kickers who think that Titcomb is a fallure should study yesterday's worse carefully.

In the rame of St. Jouis yesterday, Caruthers split the little mager of the right hand in catching a fig.

Maigne, the clever first basement of the Cuban Glants was the mascot of the Detroit Carb has season. The nine from the Catholic Protectory, with their and, will attend the game at the Polo grounds to de

band, will attend the same at the Polo grounds to-day. The Beston and New York Clubs will play on the Pole grounds to-day, and the Brocklyn and Bailtimore Clubs play in Brookivu.

The New York Club has not only been a disappointment this year, but for two or three years past. Is this to Boon for another year?

The managers of the Metropolitan Club have made a weetly large offer for Lyona and Baner of the Athletic Club but they cannot be had.

The New Yorks will be home to-day. The Polorounds may bring them someluck, in the shape of helping them back into third place.

Manager Caylor admits that the Metropolitans are not the club that they should be, but as they expect to gain nothing, he thinks it a chance to experiment. He is about right.

not the cub that they should be, but as they expect to an inclose right.

When the crowd from the game at Monitor Park reached the Weelawhen ferry vestor-lay the rush was as a react that the big fats in front of the ferry slip was burst open, and about \$20 persons got onto the boal without paying.

St. Louis Sept. 25.—Arrangements were made here to day for a grand Californian base bail trip. Mr. James list of Milwankee representing the Chicago and Philadelphian Chiba and Mr. ticorga Nonson of St. Louis representing the St. Louis Browns, entered into a formal agreement by which the Chicago St. Louis and Philadelphia Chiba will play a regular schedule of games during the whiter at Central Park. San Francisco.

President Spaiding was asked the following questions the other day: "Is it not a feet that under the contract which they sign any manager who is disposed to be meer, can harses a player by inflicting monelary punishment apon him: Could be not utilize that contract in which a way?" and his regly was. "The simple fact that we have had some of our physers for the past ten or twelve park. I can best settle the question from design you in any member of the Uhicago nine, and you will find out if they have had no real grievance since my administration becam."

find out it they have any reason to be described. They have had no real grievatice since my administration began.

An old fable has a new rendering in the actual experience of a Toronto commercial traveller. Scriking one of the smaller towns on his route on the occasion of a half holiday, he was unable to find any of his friends to talk humess with him. To put latter sternoon ke went with the rest of the town to winness a bill game, as it is now the fashion to call it. The teams were well matched and secret we survaisfactory to one role or the other and, after a good deel of wanzing, the suffering the improvemental traveller as unprice, and persuaded him to take his place behind the plate. He worked hard, narrowly exampled an unper of hals, and gave his decisions as fairly and as intelligently as he knew how. But disastifaction marked a number of his decisions, and bad feeling was aroused. After much wear upon his much saling, and several of larger the unpire west through the call, when he started out next day to de business to found averals of his lest customers mortally offended at the unpire worthing about.—Forcast Globe.

Sam was No Credit to his Raising. Samuel Coleman, a colored boy who set un

Samuel Coleman, a colored boy who set up tempius in the bowting alley at the Union League Club, was a prisoner at Jefferson Morkel Court youterday morning on the complaint of his aun. Mrs. Elvina Allen, a hundress of 215 West Thirty-fifth street, who charged him with breaking into her agartments in her absendand steating \$37 from a bureau drawer.

"I done raised him as nice as possible," said Mrs. Allen to Justice Patterson in presenting her complaint, "but he seems to be gittin too high toah me."

Master Coleman was held.

An Irish Navigator's Invention.

John C. Hunter of Ballykelly, Londonderry, Ireland, landed at Castle Garden pesterday from the steamaship Anchoria. He says he expects to realize a large sum of money from an invention which he claner simplifies the science of navigation, and which he says implifies the science of navigation, and which he says in flow owned for the United States described the day of he cold distinction for E16 at Revi's patent office it Landon, and it was afterward soil for £1,700 to a fine-stan engineer. who disposed of it to Engineer Earry of the United States Navy for CSULDI. Hunter claims to be a graduate of Queen's College, Bulinst.

HOURS OF LEISURE.

Predetick R. Nugeni, son of Gen. Robert Nugent, will lecture on Oct. 4 in the rooms of the Harlem Branch, Y. M. C. A.
P. Divver Association's complimentary barbeous and summer sight festival. Harlem River Park and Casine, Oct. 3. Ox to be served at h P. M. Forty-sixth exhibition of the Queens County Agricul-tural Society, Mancola, L. L. to-morrow and the three following days. Nineteenth regatta of the Harlem Regatta Association

Base Ball Pole Grounds Te-day.

League Championetry game, Losson vs. New York. Game J. 15 P. M. Admission Sec. To morrow, Eoston.